

VIA THE MONON FOR \$1

ANOTHER CHEAP-RATE EXCURSION TO CHICAGO AND RETURN.

All-Rail Lines Determined to Polish the L. E. & W. The Pan-handle's Great Feat.

Since the Lake Erie & Western announced another cheap-rate excursion to Chicago the general passenger agents of the three all-rail lines have been conferring with Commissioner Tucker, of the Chicago and Ohio River Traffic Association, as to the advisability of meeting the Lake Erie & Western rate, and yesterday Commissioner Tucker authorized some one of the direct lines to make, on Saturday next, a one-dollar rate for the round trip, Indianapolis to Chicago, going over either the Monon or the Big Four, as the Panhandle had its turn last Saturday. Up to last night the Lake Erie & Western had placed the round-trip rate at \$2.50 by rail to Michigan City, then by boat to Chicago; now considerable interest is shown as to whether to-day the Lake Erie & Western will meet the Monon rate.

So long as the Lake Erie & Western runs excursions to Chicago the Chicago and Ohio River Traffic Association lines will meet the rate.

A dispatch from Chicago says the L. E. & W. cannot cut below \$1.00 and carry out its present arrangements with the owners of the Christopher Columbus, the whaleback which that line carries passengers from Michigan City to Chicago.

The Big Panhandle Excursion.

The big excursion over the Panhandle on Saturday night last for Chicago is calling forth favorable comment from the Chicago papers. They say the Panhandle holds the record for the largest excursion from any one point, bringing in 5,087 people. H. K. Dering, assistant general passenger agent of the Pennsylvania lines, with headquarters in Chicago, in conversation with a representative of the Chicago Journal, said of the success of the excursion and the reasons which gave it birth that "the Lake Erie & Western has been demoralizing business between Indianapolis and Chicago by advertising a five-day excursion rate of 75 cents. Of course, the Lake Erie & Western have no way of reaching Chicago other than by the lake, consequently they carried their people to Michigan City and shipped them there by steamers."

It is stated that the Lake Erie & Western had grown to such proportions that the three roads which consider Indianapolis-Chicago business, the Lake Erie & Western, the Chicago and Ohio River Traffic Association, and the Lake Erie & Western, have decided to meet the rate of the Lake Erie & Western at a rate of \$1.00 on a two-day limit and of \$2.00 on a five-day limit, the choice of route to be determined by the passenger. The rate of the Lake Erie & Western is \$2.50, and the size of the excursion taxed our carrying capacity. Against our 1,607 tickets, all sold in Indianapolis, the Lake Erie & Western had less than four hundred. I do not think they will care to repeat the putting on of the Lake Erie & Western to handle the one against them."

The Differential Question.

Fresh complications are developing daily in the transcontinental situation and the chances of the reorganization of the association are becoming more and more remote. Another claimant for differentials has appeared. This time it is the Union Pacific. That road has been really opposed to the frontals of any kind, but it any road is to have them it wants a slice of the pie. The Union Pacific interests have until recently been closely allied with those of the Oregon Navigation Company, and though a divorce has occurred in the corporate relationship existing between the two, the Union Pacific has not been able to get its business interest in the traffic reaching Pacific coast points over the Oregon Navigation. It argues that the same differential should be allowed it on business going via St. Paul its connections taking the Missouri river gateway must be the same as the Chicago and Western. If they apply by any gateway they must be available by the other. That is the Union Pacific's position. Should it be conceded it would relieve the Western roads from the embarrassment under which they have labored, even the Chicago and Pacific took its differentials by main force.

Will Manage Both Roads.

D. W. Caldwell will not resign the presidency of the Nickel-plate railroad in spite of his election as general manager of the Lake Shore. He will continue in both positions for the present and will watch over the policies of the two lines. When asked yesterday whether he had received official notice of his appointment as general manager of the Lake Shore, Mr. Caldwell said: "I received a telegram to the effect that I had been elected general manager of the Lake Shore. This will not necessitate my withdrawal from the Nickel-plate and I shall fill the positions on both roads. For the present, at least, my headquarters will be in Cleveland and will be divided between the offices of the two roads. It is my intention to enter into the same differential once." It is the intention of Mr. Caldwell to appoint a general traffic manager of the Nickel-plate, who will be in charge of both freight and passenger business. It is believed in railroad circles that G. B. Springs, now general manager of the Nickel-plate, is slated for the latter position.

Sensation Promised.

A Chicago dispatch says: A meeting of the Chicago and Ohio River lines has been called for Thursday night at 8 o'clock. It is expected Commissioner Tucker has been preparing for the occasion by making a thorough test of the markets at all the leading competitive points in the territory. He will lay the results before the meeting, and if they do not convince the association, he will be because not one of the roads can afford to open the ball. Each of them is as deep in the mud as the other. It will be agreed to clean off the slate and begin anew, each road promising not to make more charges of wrongdoings are disposed of an effort will be made to reach an agreement on winter tourist rates for next season.

Breaking the Record.

The official report of the Grand Ferry, general agent of the Pennsylvania lines, shows that in August, 1894, the largest tonnage of freight was handled at the city freight depots in any August in the history of the road. In August, 1894, there were handled at the city freight depots 20,373,236 pounds of freight, representing 1,539 cars; in August, 1893, 18,543,734 pounds, representing 1,322 cars; in August, 1892, 17,000,000 pounds, representing 1,277 cars. While the tonnage of August, 1894, was lighter than in August, 1893, it was heavier than in August, 1892, by the fact that in the local service 40,000 tons capacity cars were used, while at that time the local service cars used have a capacity of 60,000 pounds.

A Big Month's Business.

In the month of August there were received and forwarded over the fifteen Indianapolis lines at Indianapolis a total of 106,122 cars, 84,286 being loaded. In July the same roads handled at Indianapolis a total of 97,478 cars, 81,492 being loaded, showing an increase in August over July of 20,343 loaded cars. Going back to August, 1893, an increase is shown in the number of loaded cars. An increased movement of empty cars is also shown this year.

Oldest Engineer Dead.

Henry Rawath, the oldest locomotive engineer in America, has just died at Augusta, Ga. He pulled the throttle of the first engine used on the South Carolina road, and had a record of more than a half century continuous service with that road. He continued in charge of an engine until seventy-five years of age, when his eyesight failed him. At the time of his death he was eighty-five.

Personal, Local and General Notes.

Wm. R. McKee, president of the Vandallia, is in the city.

Frank Reed, general passenger agent of the Monon, will be in the city today.

C. A. Vinneke, auditor of the Union Railway Company, returned yesterday from his annual vacation.

The Peoria & Eastern yesterday brought in 35 excursionists on the Peoria line.

This excursion is run annually.

Taylor Edwards has been appointed special agent of the Peoria & Eastern road, vice George Morrison, resigned.

General Auditor Wills, of the Chicago, Milwaukee & St. Paul, says the company lost \$88,000 through the American Railway Union strike.

The Monon is now carrying the largest freight tonnage at any time in its history, and the freight earnings are showing very satisfactory. This could not be expected of the passenger earnings, as at the corresponding period of 1893 the world's fair

ONLY ONE APPEARED

A. R. U. STRIKERS FAIL TO ANSWER IN THE INJUNCTION CASES.

Injunction Will Probably Be Made Permanent—Street-Railroad Case.

—Claim Against the County.

Only one of the defendants in the matter of the federal court injunction against the members of the American Railway Union, issued by Judge Woods during the strike troubles, entered his appearance yesterday, and that was Judson Lamphier, a Monon engineer, who refused to haul a train carrying a Pullman. Attorney S. M. Shepard appeared for Lamphier. It looks as if the other defendants would pay no attention to the matter. In case no answer is filed by the defendants, the injunction will be made permanent against each of the defendants and charge them up with the costs of the case. Their friends say the men could gain nothing by filing answers. The defendants are: Charles C. Clark, J. W. Mann, Dennis J. Wren, W. Carroll, T. S. Griffith, J. R. Church, Oney, Peter Hughes, J. M. Jackson, L. R. Kirkpatrick, R. A. Robuck, Albert Rachwitz, W. P. Shuckler, R. W. Lennard, H. Whitaker, J. H. Walters, W. H. Leason, Charles T. Fife, Leo S. Harding, L. Moriaty, D. M. Hawkins, H. B. Shaler, R. W. Sproston, W. H. Hamilton, J. K. Smith, P. P. Bally, H. Jones, Charles W. Shaw, William Mack, Joseph Mullinix, Harry Webber, D. J. Mett, Elmer Stoddard, C. M. Young, T. H. Madaugh, Joseph Tubler, William Myers, William Ostermeyer, A. Wilkerson, William Young, J. T. Brennan, J. L. Vancamp, and the American Railway Union.

Judge Baker, of the federal court, is back from his vacation, which was spent in the city. He will take up the cases of the men charged with having violated the strike injunction. There are some twenty of these defendants, several of whom are in jail and will be tried first.

Judge Baker does not think the federal court will be decided for several months. He and Judge Woods have both spent some time studying it.

A Conductor Who Struck.

William F. Ingal was arrested at Butler, Ind., yesterday by Deputy United States Marshal Agnew and brought to this city last night. Ingal was arrested on a warrant from Michigan charging him with violation of Judge Woods's restraining order. The prisoner was formerly employed by the Wabash Railway Company, but got mixed up in the Chicago strike. He claims to have been discharged from the company during the strike because the American Railway Union men threatened his life.

Mr. Ingal claims to have been discharged from the company because he was a member of the American Railway Union. He says that the company discharged him because he was a member of the American Railway Union. He says that the company discharged him because he was a member of the American Railway Union.

HER HUSBAND AN EX-TREASURER.

Elizabeth J. Riley has a claim against Marion County.

In the Circuit Court yesterday Elizabeth J. Riley, wife of Benjamin F. Riley, a former treasurer of Marion county, filed a petition in which the court is asked to issue a writ of habeas corpus for her husband. The petition alleges that in 1874 while Benjamin Riley occupied the office of county treasurer he paid certain delinquent taxes owed by property owners in Indianapolis. These taxes were paid to the Indiana State Treasurer, but the duplicates by Treasurer Riley, but after his retirement from the office were not sent to the county clerk. Riley claims to have been discharged from the office during the strike because the American Railway Union men threatened his life.

Mr. Riley claims to have been discharged from the office because he was a member of the American Railway Union. He says that the company discharged him because he was a member of the American Railway Union. He says that the company discharged him because he was a member of the American Railway Union.

The Anderson Officer Fined.

Enos Champ failed to appear in the Police Court yesterday morning and his bond was forfeited. Champ is a wealthy man of mature years residing in Anderson, who was arrested by patrolman Corrigan and held for loitering. The commonplace charge of loitering is used as a sort of drag net to catch and hold persons in custody who are without any other charge. There is no specific charge that can be placed against them, but there is potent reason for their arrest. This was the case with Champ. He has the appearance of a gentleman, his wealth, which is estimated at \$20,000, is a fact, and he is a native of Marion county. He is a native of Marion county. He is a native of Marion county.

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THE GOVERNOR'S LIKENESS.

It Will Be Shown in Fire at Pompeii To-Morrow Night.

Comparatively few people, perhaps, who saw the beautiful and elaborate production of the "Last Days of Pompeii" Monday night, noticed any hitches or mishaps in the performance, but there were some, nevertheless, such as are unavoidable in the movements of so many people and the handling of so much scenery and mechanism. The most serious of these, perhaps, was the failure of the calcium lights to work satisfactorily, and the result was that the aerial specialties were not as effective as they otherwise would have been. Some of the apparatus was likewise "cranky."

The revolving ladder act of the Martinez was almost spoiled by the failure of the apparatus to work, and the extra wire on which Professor Weitzman gives his wonderful performances could not be got up in time.

All day yesterday a large force of men was at work in making such changes and repairs as would be necessary to give a perfect performance. This will all be completed in time for the second performance, which will be given next Saturday night, which will be "Indiana night." The special feature of the fireworks will be a picture of Governor Matthews and there will be other special displays given, which will be the greatest and most wonderful ever seen in this city. The possibilities of pyrotechnics being exhausted in them. The performance will be given next Saturday night, which will be "United States night." There will be three presentations next week, Tuesday, Thursday and Saturday evenings, and four the last week (State fair week), Tuesday, Wednesday, Thursday and Friday, the 11th, 12th, 13th and 14th.

The local managers of the spectacle are hopeful that the attendance will continue to grow with each performance after the great hit made on Monday night. The expenses are enormous, being almost \$20,000 for the ten presentations, and it takes great audiences to meet this outlay. Special trains of electric cars will be run on the night "Pompeii" is given, not only on the College avenue line, but on the North Illinois street line as well, going up to Twenty-sixth street and crossing over and thence down to Lincoln Park. After the performance the cars will return by the same route for the benefit of people living along the line.

U. S. R. M. S. M. A. Convention.

CINCINNATI, Sept. 4.—The annual convention of the United States Railway Mail Association, which opened here yesterday, its session to-day with several hundred delegates present. A warm welcome was extended to the delegates by the Mayor, which President Nightingale responded. The session, which is expected to continue several days, will be followed by various excursions and entertainments.

Do you have headache, dizziness, drowsiness, loss of appetite and other symptoms of biliousness? Hood's Sarsaparilla will cure you.

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STONE COMPANY. Smith Myers appointed receiver and reorganization of property ordered.

Room 2-J. W. Harper, Judge.

Ella Gwilt vs. William W. Gwilt; divorce decreed and custody of child granted plaintiff.

Samuel Robbins vs. Bertha Kneifer et al.; mechanic's lien. Cause dismissed and costs paid.

James S. Dunlap vs. George J. Lay et al.; Cause dismissed and costs paid.

Henry T. Nolting vs. Maria Ludlow. Cause dismissed and costs paid.

Fred Nolting et al. vs. Central Cycle Manufacturing Company. Cause dismissed and costs paid.

Benjamin Richcreek vs. Charles F. Goodwin. Cause dismissed and costs paid.

Benjamin Richcreek vs. James B. Clark. Cause dismissed and costs paid.

Benjamin Richcreek vs. Dora S. Mossier. Cause dismissed and costs paid.

Benjamin Richcreek vs. Mary Ebert. Cause dismissed and costs paid.

The Advance Savings and Loan Association vs. Kittie Hedrick; to foreclose mortgage. Superior Court, Room 2.

David Conrad and Robert K. Elford et al.; suit to foreclose mechanic's lien. Superior Court, Room 2.

Jefferson M. Patterson et al.; complaint on note. Superior Court, Room 1.

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Robert Bennett vs. Philip Franklin et al.; suit on note. Superior Court, Room 1.

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